

SECRET

REPORT

--	--

CD NO.

DATE OF INFORMATION 1950 - 1951

DATE DIST. 16 May 1951

NO. OF PAGES 2

50X1-HUM

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 80 U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Periodical and newspaper as indicated.

NEW USSR TIRE STANDARDS GIVE PERFORMANCE NORMS;
NEW ELECTRIC VULCANIZER IMPROVES REPAIR WORK

ANNOUNCE GUARANTEE DISTANCES FOR TIRES -- Moscow, Avtomobil', No 1, Jan 51

The Ministry of Chemical Industry USSR has put out new standards for tires approved by the government in 1949 - 1950. These standards cover low-pressure pneumatic tires for passenger cars (GOST 4764-49) and pneumatic tires for trucks, buses, trailers, and trolley buses (GOST 5513-50). The new standards furnish the automobile worker with data not contained in the old ones, e.g., the rolling radius of the tire, weight of the tire and inner tube, and type of tread pattern. Tables for passenger-car and truck tires, given sizes, maximum recommended loads and corresponding tire inflation, minimum recommended inflation and corresponding working load, and other characteristics of tires.

Every tire is now marked with its dimensions, its name or the name of the plant of manufacture, month and year of manufacture, serial number, and a mark indicating rotation direction if it has a directional tread pattern. For example, if a tire is marked YKK150 287635, Ya denotes the manufacturing plant (probably the Yaroslavl Tire Plant), XI indicates the eleventh month, November, 50 indicates 1950, and 287635 is the serial number.

if the user observes the rules of tire usage confirmed in 1947 by the former Ministry of Rubber Industry USSR and the Ministry of Internal Affairs and agreed to by the Ministry of Motor Transport RSFSR, the plant guarantees the tires for the following distances:

Passenger-car tires, all sizes -- 21,000 kilometers

Passenger-car tires, 5.00, 5.25, 5.50, and 7.00-16 -- 24,000 kilometers
(21,000 kilometers for southern rayons)

Truck tires, 12.00, 11.00, 10.50, 10.00, 9.00, 8.25, 7.50-20; 10.00-18, and 34 x 7 -- 30,000 kilometers

- 1 -

SECRET

SECRET

[illegible]

SECRET

SECRET

50X1-HUM

Truck tires, 6.50-20 (model Ya-4) -- 21,000 kilometers

Truck tires, 6.50-20 (model I-26) -- 26,000 kilometers

Trolley-bus tires, 11.00 and 10.50-20 -- 50,000 kilometers

This guarantee is valid for a period of 3 years from the time of manufacture.

The basic reasons why tires wear out before the guarantee distance are insufficient inflation pressures and overloading, which cause overheating and overstrain of the tire carcass. Garages often lack instruments for checking tire pressure. The pressure gauges found in the tool set of every vehicle are often inaccurate and quickly get out of order. Pressure-gauge and automobile plants should do something to remedy this situation. -- I. Don

SKID CHAINS DAMAGE TIRES -- Moscow, Avtomobil', No 12, Dec 50

Motor transport in Omsk Oblast must operate under severe climatic conditions and often under adverse road conditions. D. Pshenichnikov has developed methods which increase the operating efficiency of the ZIS-5 truck when driving in snow or mud. He drives his truck at 4-5 kilometers per hour in direct drive over level snow-covered roads. Using his chains for the most part only on icy roads, he puts them on the inside rear wheels only. Pshenichnikov uses chains as little as possible, correctly considering that even the best of them severely damage the tire treads.

He avoids rutting the snow by driving in low gear. On especially difficult patches of snow, he takes the motor out of gear, and the truck is carried over the snowy patch by its momentum. -- S. Tsukerberg, Siberian Automobile and Road Institute

BUILD ELECTRIC VULCANIZER -- Avtomobil', No 1, Jan 51

The Moscow Automobile Repair Plant, Ministry of Construction of Machine-Building Enterprises USSR, is now manufacturing the Pioneer stationary electric vulcanizer. The Pioneer vulcanizer simultaneously heats the inside and outside of the tire, shortening the vulcanizing time and producing a better job. The vulcanizer has removable form for vulcanizing tires and flat plates for vulcanizing inner tubes.

PLANT RECAPS TIRES -- Minsk, Sovetskaya Belorussiya, 21 Feb 51

The tire repair shop of the Slonim Automobile Repair Shops now retreads tires for five makes of trucks and passenger cars on three ring-shaped vulcanizers.

- E N D -

- 2 -

SECRET

SECRET